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13 March 1981

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USSR Report

TRANSPORTATION

(FOUO 1/81)

FBIS FOREIGN BROADCAST INFORMATION SERVICE

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FOREIGN BROADCAST INFORMATION SERVICE
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NOTE FROM THE DIRECTOR, FBIS:

Forty years ago, the U.S. Government inaugurated a new service to monitor foreign public broadcasts. A few years later a similar group was established to exploit the foreign press. From the merger of these organizations evolved the present-day FBIS. Our constant goal throughout has been to provide our readers with rapid, accurate, and comprehensive reporting from the public media worldwide.

On behalf of all of us in FBIS I wish to express appreciation to our readers who have guided our efforts throughout the years.

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AIR

AVIATION INDUSTRY ECONOMY

Moscow EKONOMIKA AVIATSIONNOY PROMYSHLENNOSTI (Aviation Industry Economy) in Russian 1980 signed to press 22 Apr 80 pp 1-2 and 366-368

[Annotations and table of contents from book by S.A. Sarkisyan and D.E. Starik, Izdatel'stvo "Vysshaya shkola", 368 pages, illustrated]

[Text] The textbook presents basic aviation industry economy problems. The role of the aviation industry in the national economy and national defense is elucidated, as are scientific bases for the management and planning for the sector. Significant attention is devoted to questions relating to the economy of the process of scientific-technological advance, and to the economic foundation of decisions made in construction, production, and operational stages of aviation systems. Ways and means are demonstrated to improve the efficiency of production, labor productivity growth, and comprehensive improvement of work quality.

The text is designed for students of higher institutions in aviation specialties.

Reviewers: Moscow Aviation Technology Institute Department of Economics and Enterprise Organization; Docent A.A. Lapshin (Ministry of the Aviation Industry)

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Authors: Sergey Aramovich Sarkisyan and David Elkunovich Starik
Editor: L.L. Tarasova Assistant Editor: L.V. Demeshova Art Editor: V.P. Babikova Technical Editor: T.D. Garina Proofreader: R.K. Kosinova
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8851
CSO: 1829

AIR

FRENCH PRESS REPORTS ILYUSHIN-86 IN SERVICE

Paris AIR & COSMOS in French 3 Jan 81 p 14

[Article by J.M.: "The Ilyushin-86 In Service At Last"]

[Text] About 3 months ago (see AIR ET COSMOS, No 827, 27 September) we announced, with some reservations, the impending commissioning of the four-jet Ilyushin-86, the Soviet Airbus. This commissioning finally took place on 25 December after some delay in the form of a first regular flight on the Moscow--Tashkent run, with 350 passengers on board. The Il-86 will then progressively be placed in service on the other very busy lines of Aeroflot, such as Moscow--Sochi (Black Sea), Moscow--Mineralny Vody (Caucasus), Moscow--Alma-Ata (Kazakhstan).

Four Years In the Works

This commissioning was preceded on 10 December--as is the tradition in Aeroflot--by a "first technical flight" on the Moscow--Mineralny Vody run and back. The designer, Gen G. Novozhylov, successor to Sergey Ilyushin at the head of the design bureau started by the latter, was on board the aircraft; we recall that we had interviewed Mr Novozhylov--the "father" of the Il-86--during the presentation of the prototype of this aircraft at the 1977 Le Bourget air show (see AIR ET COSMOS, No 675). The commissioning of the new aircraft--whose first takeoff took place near Moscow on 22 December 1976--was then planned for 1979; it finally did take place 4 years after the first flight, a relatively long delay which however can be explained perfectly well when one keeps in mind the Soviet methods which are infinitely more conservative than those now in use in the Western World; in the USSR, the prototype of an aircraft is really a prototype and not a pre-series aircraft, as is now the case for most of the western commercial aircraft.

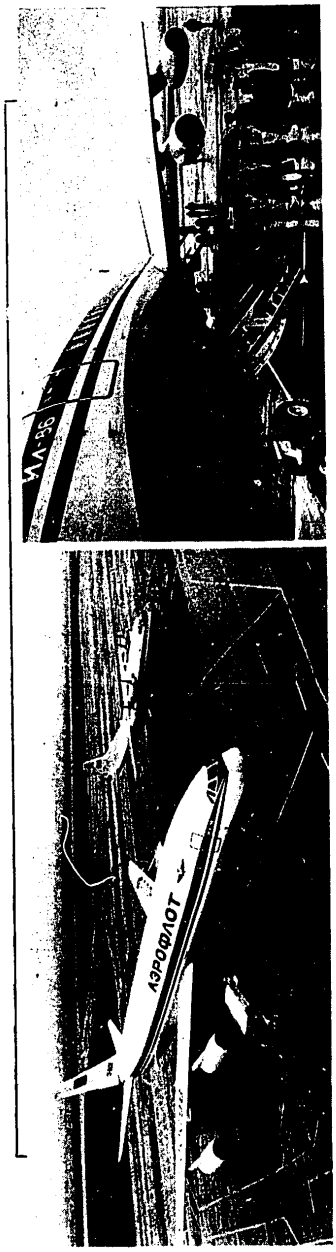
Passengers Going Through Baggage Compartments

The features of the series-produced Il-86 appear very close to those of the prototype and its performance figures are relatively well known (they were reviewed in our issue No 827). The only original feature in the Il-86 resides in passenger access which runs via the lower baggage compartment in which there are arranged compartmentalized shelves on which the passengers can put their own baggage; they then climb to the upper deck, the cabin deck, using three straight staircases arranged at the forward end, behind the central plane, and at the aft end. Upon arrival, the passengers pick up their own baggage, in other words, a timesaving. It will be very interesting to see how this system works in practice.

In a single-class version, the cabin can accommodate 350 seats, arranged in rows of nine (three plus three plus three), contrary to what was installed on the prototype (rows of eight seats, in other words two plus four plus two). All the rest is the same: the cabin is very high (more than 2.60 meters), the interior is 5.70 meters wide; there are cabin baggage compartments on the side and comfortable seats. The 44 rows of seats are distributed over three cabins.

Coming: A More Powerful Engine

The only thing we are waiting for now is the future long-range version of this 200-ton four-jet, with rather more a capacity compared to its current capacity. The probability of the existence of such a version is attested to by comments which the designer himself made to us; but the Soviets do not yet seem to have the necessary engine with a thrust of 17-18 tons, which would make it possible to raise the takeoff weight to something like 250 tons and which would make the Il-86 the equivalent of the DC-10-30. (We recall the earlier Soviet attempt to procure the RB 211, which failed.)



Taken on 10 December at the Mineralny Vody airport in the Caucasus, these photographs, released by TASS [Telegraph Agency of the Soviet Union], are the first showing a series-produced Ilyushin-86 (basically the sixth) in service; we note passenger access via one of the three ramps (the forward ramp), leading directly to the baggage compartment.

5058
CSO: 3100

RAILROAD

UDC 385+658.062.2:656.2

RAILROAD TRANSPORT ECONOMICS, PLANNING

Moscow EKONOMIKA I PLANIROVANIYE ZHELEZNODOROZHNOGO TRANSPORTA (Economics and Planning of Railroad Transport) in Russian Vol I: EKONOMIKA ZHELEZNODOROZHNOGO TRANSPORTA (Economics of Railroad Transport) edited by I. V. Belov and M. F. Trikhunkov, 1978, pp 2, 343-349

/Annotation and table of contents from book edited by I. V. Belov and M. F. Trikhunkov, Transport, 349 pages/

/Text/ This textbook sets forth the economic problems of the development and operation of railroad transport, characterizes its material and technical base, and examines the following: principles and methods of administration and planning, economics of operational work, production cost of hauls, system of wages, rates, financing and cost accounting, as well as material and technical supply on railroads.

This textbook is intended for tekhnikum students, but it can also be used by those who are independently studying the economic principles of railroad transport.

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RAILROAD

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PLANNING RAILROAD TRANSPORT OPERATIONS

Moscow EKONOMIKA I PLANIROVANIYE ZHELEZNODOROZHNOGO TRANSPORTA (Economics and Planning of Railroad Transport) in Russian Vol II: PLANIROVANIYE RABOTY PREDPRIYATIY ZHELEZNODOROZHNOGO TRANSPORTA (Planning the Operation of Railroad Transport Enterprises) edited by I. V. Belov and Y. D. Petrov, 1978 pp 2, 183-184

/Annotation and table of contents from book edited by I. V. Belov and Y. D. Petrov, Transport, 184 pages/

/Text/ This textbook examines the contents and procedure for working out the production-financial plan of railroad divisions, cost-accounting sections, mechanized intervals of loading and unloading operations, locomotive and car depots, track intervals, electric-power-supply sections, signaling and communications intervals; it sets forth the problems of planning the operations of railroad transport industrial enterprises.

This textbook is intended for students at railroad transport tekhnikums, although it can also be utilized by those who are independently studying the principles of operational planning at railroad transport enterprises.

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